



Meeting Summary
SOUTH TRANSFER STATION PROJECT

Stakeholder Group Meeting 6
South Park Neighborhood Center, 8201 10th Ave S., Seattle
March 16, 2010, 6:00 to 8:00 PM

ATTENDEES

Stakeholders

Patrick Burningham
Kevin Burrell
Debbie McNeil
Wendy Woldenberg
Bill Pease
Carl Pierce

Triangle Associates

Jennifer Howell

Design Build Team

Rob Schwartz, Mortenson
Terrill Chang, URS
Julie Blakeslee, URS
Sian Roberts, Miller Hull
Marcia Wagoner, ReadWagoner

Seattle Public Utilities

Tim Croll
Henry Friedman
Jeff Neuner

MEETING PURPOSE

The purpose of this meeting was to introduce the selected design build team, review the design of the new transfer station and discuss continued community involvement throughout the design and construction of the new facility.

SUMMARY OF ACTION ITEMS

SPU will meet with the South Park Neighborhood Association board to review the agreement regarding community benefits in exchange for the street vacation and ask for their support.

SPU will consider allowing small commercial truck drivers to use the self-haul side of the facility if that is the customer's preference.

SPU will check with SDOT regarding the flow of traffic off the transfer station site.

SPU will consult with SDOT after the construction is complete on what might be required regarding repaving S. Kenyon Street.

SPU will consult with the community on the name of the facility, the use of artwork, and other amenities that might be considered for the site.

AGENDA ITEMS AND DISCUSSION

WELCOME, RECAP, AND INTRODUCTIONS

Jennifer Howell, Triangle Associates, welcomed the stakeholders, recapped briefly what had happened since the last meeting of the full stakeholder group in June 2008, and introduced Marcia Wagoner, Read Wagoner, the public involvement consultant on the design build team. Marcia is taking over the community outreach for the project from Triangle Associates and will

be the group's future contact and facilitator. The group and SPU then thanked Jennifer and Triangle for her contribution to the project. SPU staff, stakeholders, and members from the new design build team of the Mortenson Company, URS Corporation, the Miller/Hull Partnership, Swift Company, O'Brien & Company, and Read Wagoner, then introduced themselves and described their role in the project.

SELECTION OF THE DESIGN BUILD CONTRACTOR

Henry Friedman, SPU's project manager for the new facility, summarized SPU's process for selecting the design build contractor, describing the submittal of a Statement of Qualifications and then limiting the full proposal submittal to the top four teams. Some of the technical qualifications included experience building solid waste facilities, ability to meet the budget and schedule, the firm's capacity to deliver the project, experience dealing with construction and with design-build projects, the approach to use of women and minority businesses, and how they addressed SPU's commitments to the Stakeholder Group and community outreach.

Considerations in reviewing the facility design included the architecture, the compatibility of the design with the neighborhood, the design's flexibility to deal with changes in the solid waste stream, efficient traffic flow on the site, sustainability, the ability to meet Gold LEED standards, the reliability and durability of the facility, its ease of operations, maintenance, and environmental controls. He noted that while the contract is only for the transfer station site, the design also needed to integrate with the planned recycling facility. He also thanked the stakeholders who reviewed the design proposals and commented that their input and questions were similar to SPU's and confirmed SPU's final decision.

UPDATE ON SPU'S COMMITMENTS TO THE COMMUNITY

Henry Friedman and Tim Croll, SPU's Solid Waste Director, provided the group with an update on the commitments SPU had made to the community as part of the process. Tim Croll noted that the stakeholder's recommendations for a viewing room and outreach to the community regarding potential jobs were included in the design build contract and that the City had already limited City garbage truck use of the South Park Bridge to trucks with collection routes on both sides of the river.

North Transfer Station

Tim Croll restated SPU's commitment not to close the North Transfer Station until all the permits are in place to build the new station there. Responding to questions regarding community support for the project, he noted that the Wallingford Community Council had conducted a survey about the station and that the majority of respondents supported the project if potential impacts are addressed. He noted that SPU would be signing a contract shortly with a contractor that will work with the North Stakeholder Group to identify specific design requirements or constraints prior to soliciting a design build contractor. The adjacent property to the east of the facility has been purchased as part of the project.

Benefits for Street Vacation

Henry Friedman explained that the site of the new transfer station included a right-of-way that must be vacated by the City prior to construction. In exchange for this street vacation, SPU has committed to providing curbs and sidewalks along the north side of Kenyon Street and west side of 5th Avenue S and to providing regular litter pick up and street sweeping. The litter collection

started in January and 82 bags of trash were collected in January and February. Street sweeping will begin later. Stakeholders asked how SPU's continued commitment would be guaranteed in the future. Tim Croll explained that the litter collection and street sweeping would be included in the street vacation ordinance approved by the City Council. When discussing the project schedule, Henry Friedman noted that the street vacate approval is critical and it could delay the project if the City Council does not approve the street vacate process this summer. It would be helpful if the Council heard there was community support for the benefits proposed by SPU. The South Park Neighborhood Association representative recommended that SPU meet with the board to review the agreement and ask for their support directly.

Other Project Questions

Tim Croll responded to the question on where the buses on the new station site had gone that they had relocated to the property next to CleanScapes across the Duwamish from South Park.

NEW TRANSFER STATION DESIGN

Members of the Mortenson team, using drawings and schematics, presented the design and layout for the new transfer station. Rob Schwartz, the team leader from the Mortenson Group, commented how the team looks forward to working with the community, and that the project is scheduled to be completed by April 2012. Terrill Chang, from the engineering firm URS Corporation, introduced the design and layout plan for the new facility. He reminded the group that the project will be completed in several phases so that two stations are always in operation. The first phase is to build the new South Transfer Station. Once that is operational, the North station will be rebuilt. Once the new North station is operational, the old South station will be torn down and a new recycling facility created.

Terrill Chang explained that key priorities for the project are to make the new facility functional, efficient, and safe. He reviewed features of the new design that highlight these priorities. The new design allows customers to back up safely by looking over their left shoulders. The design also reduces crossover traffic and separates self-haulers from the commercial traffic. Flexibility is built into the design with features such as a reversible scale that allows SPU adjust traffic in different ways depending on where bottlenecks may occur. On weekends, when commercial use is reduced, SPU can direct traffic into the commercial area as well. The flat tipping floor makes it easier to move the trash to compactor slots, and allows the use of a wheeled loader, which is quieter than the existing bulldozer. The tunnel underneath the center of the floor allows tractor trailers to drive straight through without backing. Top load chutes in four different locations allow flexibility in terms of moving yard waste, metal, and other materials around.

Sian Roberts, an architect from the Miller/Hull Partnership, presented the new building's architectural design. She explained that the role of the architect was to make the functional operation of solid waste transfer fit in a building that is compatible with the location. She described that process which included looking at what is unique about the overall South Park neighborhood, and how the facility is surrounded by big highways and industrial buildings but transitions at one end into a more residential neighborhood. She also noted that the existing facility is hard to find. She described the intent is to make the facility a landmark so people could self-navigate towards it and yet also recognize the transition zone into the community. This was done by siting the building near the highway and using the landscaping to transition

towards the residences. The schematic shows a vegetative strip alongside the site with the idea of linking green space in the community. The scale of the overall project is also smaller as you move towards the community.

Sian then presented the sketch of the building itself and described how the design elements made the building dynamic and a landmark. The design uses a mix of metal and translucent panels to create diffuse natural light. The roof has a translucent spine over the center where the compactors are with ribs that illuminate the structure. Adding translucent panels in a random pattern also creates texture and pattern. A translucent band about 10 feet high along the bottom on the sides of the building also adds light and life.

Upstairs in the administration portion of the building is a viewing room with glass walls that allows visitors to view the tipping floor from above. A meeting room is nearby which could also serve as a place to educate visitors. The graphics and signage person on the team will develop educational signs on the route to the station. The building also includes sustainability features such as a cistern to collect rainwater off the roof that can be used for landscape irrigation or for wheel washing. The team met with the artist assigned to the project and will be discussing opportunities for incorporating art. The north and south sides of the building could be painted with a design.

Comments and Questions about the New Design

The facilitator asked the stakeholders for their impressions and feedback on the design. Feedback on the overall design was highly favorable with specific comments focused on traffic, a restroom for commercial truck drivers, signage, the name of the station, among other issues. Comments are categorized below.

Overall Design

Positive comments on the design of the building, the panels on the sides, and that the building will be recognizable—making it a landmark of sorts and part of the identity of the community. Like the intentionality and flow and design of the facility and that it is adaptable. Like the flat tipping floor and the flexibility. Like the overall site plan, the efficiency, the separation of commercial and self-haul vehicles. Like the flexibility and ability to move things around depending on needs. Like that the design will be LEED gold instead of silver. Like the intentionality of having this facility in our neighborhood. Like the branding of the facility.

Green Spaces/Planting

Love the landscaping and linking the facility to other green spaces. Like the planting.

Small Commercial Trucks

Comment regarding the flat floor and the difficulty in dumping out of a smaller dump truck and the need to either have space to move the truck to dump out the material or receive assistance unloading the truck.

Concern also mixing the smaller, slower dump truck in with commercial traffic. Suggestion to allow driver of these types of vehicles to choose to use the self-haul side of the facility as an option.

Traffic Exiting the Site

Question whether commercial traffic leaving the site will be able to turn left or right or will they be required to turn right only. SPU clarified that exiting vehicles could turn both ways.

Concern that traffic may have to wait to exit the site when the 1st Avenue South Bridge is open or traffic is very heavy and backs up to the on ramp.

Concern regarding the traffic flow on the perimeter, seeing how Kenyon and on/off ramps are a bottleneck. Good plan once on the site, but concerned about the in and out due to external area traffic.

Concern regarding SR 509 traffic during commuting hours. Vehicles exiting the transfer station may have to wait for an opening in traffic on SR 509.

Bathroom for Drivers

Question on whether the design includes a bathroom for drivers of commercial trucks. SPU responded that a public restroom is available on the self-haul side of the tipping floor.

Comment that truck drivers don't have many opportunities to use restroom facilities and that the transfer station, because it is a regular stop, provides a good opportunity to use these facilities. A restroom closer to the commercial exit would be helpful. The restroom at the self-haul side is too far away for convenient use by commercial drivers.

Name of Station

Recommendation that SPU consult with the community regarding the name of the facility.

Comment that the name S*PARK Station could be confusing because the South Park Neighborhood Center is called the SPARC Building, or that people might confuse the name with a train station.

Recommendation that the name and signage indicate the purpose of the facility.

Recommendation that the name of the facility be on the building, though some thought the size and visibility of the building would make it identifiable.

Suggestion that community involvement around the name will make the station feel part of the community.

Some thought the name South Park Transfer Station was appropriate while others felt it should just be South Transfer Station and the north station should be North Transfer Station.

Artwork

Interested in community input on the large panels on the ends of the building.

Recommendation that the community be involved in the design of any artwork.

Interest in having the selected project artist participating with the stakeholder group.

Signage

Comment that having educational signage for people in the queue is a great idea.

Suggestion to include some history of the site and how it has changed on the signs.

Suggestion that the consistency of the signage could mitigate traffic—it is currently hard to find the station. No visual consistency exists right now, but if you could externalize the internal flow consistency and add it to the edges of the property, this could direct traffic.

Comment that station users also have trouble finding their way once they leave the facility.

Suggestion to include schematics on routes in and out—have a sign as you exit on where to find your route home.

Truck Wash or Emergency Cleaning

Question on plans to have a place to wash out your truck if you accidentally spill something.

Drainage or Creek Area

Question if there is an educational opportunity around the drainage on the site similar to what was at the Shoreline Station.

Self-Hauler Use

Question about the jersey barriers or wall for the self-haulers. SPU responded that other new stations have done away with them because they are not necessary and it is easier to operate without them.

Will there be lane markers for self-haulers? SPU responded that an attendant will direct self-haul customers to the unload area.

Repaving South Kenyon Street

Comment that South Kenyon Street is full of potholes. SPU has discussed this with SDOT and SDOT will schedule the street for repaving in the future.

Question if South Kenyon will be repaved as part of the project. SPU responded that the installation of sidewalks will require re-paving along that edge, but it is uncertain if impacts from construction would result in partial funding of the street repair or paving by SPU.

Site Preparation and Cleanup

Jeff Neuner, SPU, briefed the stakeholder group on the site preparation, which is essentially a cleanup of the site. The demolition of the buildings will begin in April and removal of contaminated soil may begin shortly thereafter. Some of the site fill contains cement kiln dust which now needs to be removed. SPU has hired a contractor to remove 27,000 cubic yards of contaminated soil. The soil will be trucked to a rail loading facility and hauled by train to an appropriate landfill. A storm sewer line will be relocated to the perimeter of the site. An underground fuel tank will be removed. Clean soil will be backfilled into excavated areas. The work will be completed by October 31. Additional work includes building a shoring wall on the west side alongside the WSDOT property. The soil will be dewatered before it is taken away. All vehicles will have their wheels washed prior to leaving the site to prevent mud being tracked on the roads. SPU has not yet received the traffic plan from the contractor, but expects that the trucks will loop right out onto SR-509 and will be entering the site from the south on SR-509. SPU expects the construction trucks will be timed to avoid peak commute times because it is less economical to haul material at that time.

PROJECT SCHEDULE

Henry Friedman then described the construction schedule, noting that in addition to the street vacation ordinance, SPU would need to get permits and approval from King County Airport/Boeing Field due to the proximity to the airport. Construction on the new station will begin in November 2010 and be completed by spring 2012. The station will need to go through testing prior to opening and should be fully operational by summer 2012.

The Stakeholder group discussed the street vacation and using this as an opportunity to get SPU's commitments to the community in writing. On the recommendation of the group, SPU will meet with the South Park Neighborhood Association to get their support for the street vacation. The stakeholder group also will provide support. The expected timing is prior to the third quarter when the City Council is focused on the budget.

COMMUNITY OUTREACH

Marcia Wagoner invited Tim Croll to describe the groundbreaking event and open house on March 31. Tim invited the stakeholders to participate and explained that the groundbreaking would include a tour of the existing station and then focus on the new facility at the Kenyon Street site [*the groundbreaking event has since been canceled, but the open house is still scheduled to occur*].

Marcia Wagoner then reviewed the schedule for community outreach during the final design phase and commented that she is looking for active involvement of the group. She anticipates that five additional meetings of the stakeholder group between now and the end of October. The focus of the meetings will be to discuss how to spend the \$150,000 for amenities in the contract, the building artwork, and other issues. After that point, Mortenson will take over with hard hat tours. All the stakeholders present expressed willingness to continue participation. Marcia noted that she will be contacting the group members soon to identify a date. Several stakeholders commented that the Doodle scheduling tool was a useful approach.

JOBS OUTREACH

Rob Schwartz then briefly reviewed the approach for women and minority employment outreach. He noted that the contract has specific goals and the provided document outlined how the team plans to approach the goals in the contract, for example, use of the apprenticeship program. He also noted that the team will have job fairs, will send out a quarterly newsletter, and possibly develop a weblink to have an online presence. Mortenson plans to attend public meetings in South Park to communicate opportunities and be accessible as they go through this. A stakeholder asked about whether interested individuals had to be in the apprentice program to participate or if there would be opportunity for members of the community to be hired. Rob noted that Mortenson will competitively bid out the contracts and will make an effort to let local residents know of the opportunities. He expressed the challenges of hiring non-union employees.

AMENITIES ON THE SITE

Marcia Wagoner asked stakeholders to brainstorm any ideas for the use of the funds for amenities in preparation for the next meeting. Suggestions included:

A drinking fountain.

Increasing surveillance or monitoring the surrounding area

Creating a reuse/recycle corridor or something that indicates this part of the city as a destination for reuse and recycling.

Bathroom for drivers

Educating the community about the whole point of having a recycling and a disposal facility.

Making the facility accessible for students/elementary students to come visit.

Local involvement in the art for the project.

NEXT MEETING AND ADJOURN

Marcia Wagoner then recapped the action items for the meeting, noted that she would be contacting the group to schedule the next meeting in April, and adjourned the meeting.